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INFORMATION REPORT

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1. Production of MIG-15 motors was to start at the Raba Factory at Győr by the beginning of 1951.
2. It is rumored that the Russians have dismantled and sent to the USSR the smelting works at Győr.
3. Vagon és Gépgyár (commonly known as "Vagongyár") at Győr is near the railway station on the road between Vienna and Budapest. On 1 July 1951 it passed under the complete control of the Russian military. The reason is said to be that 1950 production was far inferior to what was expected, and production in the first months of 1951 did not improve.
4. Monthly production at Vagongyár includes 5-6 steam-engine locomotives, 7-8 other locomotives, 10 passenger cars, 15 freight cars, an unknown number of airplanes, 500 trucks, an unknown number of T-34 tanks, wheels in number as needed, materials and parts for steel bridges in number as needed, an unknown number of small boats without motors. Since June 1951 arms for infantry have been produced in the north pavilion.
5. Workers at Vagongyár include Russian, Hungarian, and German technicians. There are about 30,000 laborers, mostly Hungarian, but including about 800 Germans and 600 Austrians. The machinery is Hungarian and German. The plant covers about 24 square kilometers and has buildings of one, two, and three stories.

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